

I will caution again all the Members here, and those who are not, that they need to read this plan because this plan, in fact, does request and require a 2½ percent reduction in discretionary outlays.

This is not Republicans; this is the President of the United States who is suggesting this.

Now I would just like to remind everyone that we are having a dickens of a time negotiating a 1 percent reduction in discretionary outlays, and the President is suggesting that his plan to save Social Security is based on a 2½ percent reduction in discretionary outlays.

I urge Members to read this plan. The numbers do not add up. The numbers do not add up, Mr. Speaker. Please read the plan.

ROLL-CALL VOTES ON THE PASSAGE OF THE
ORIGINAL 1935 SOCIAL SECURITY ACT
CONGRESSIONAL RESEARCH SERVICE—LIBRARY
OF CONGRESS

In response to numerous requests for information on the Senate and House roll-call votes on the original 1935 Social Security Act (H.R. 7260/P.L. 74-271), we have compiled this packet. The Social Security Act was signed into law by President Franklin D. Roosevelt on August 14, 1935. The following roll-call votes were taken on the measure:

House—April 19, 1935: *Yeas*: 372 (288 Democrat; 77 Republican; 7 Independent); *Nays*: 33 (13 Democrat; 18 Republican; 2 Independent); *Answering Present*: 2 (2 Republican); *Not Voting*: 25 (18 Democrat; 6 Republican; 1 Independent).

Senate—June 19, 1935: *Yeas*: 77 (60 Democrat; 15 Republican; 2 Independent); *Nays*: 6 (1 Democrat; 5 Republican); *Not Voting*: 12 (8 Democrat; 4 Republican).

In 1935, there were only 48 states, since Alaska and Hawaii were not admitted to the Union until 1958 and 1959, respectively. So, the Senate had 96 seats in 1935, according to Stephen G. Christianson's *Facts About the Congress* [New York, H.W. Wilson, 1996], 339). Also, "[t]he current House size of 435 Members . . . was established in 1911," according to CRS Report 95-971, *House of Representatives: Setting the Size at 435*, by David C. Huckabee. Thus, 95 of the eligible 96 Senators and 432 of the eligible 435 Representatives participated in the bill's roll-call votes. The roll-call vote charts following this page, which are organized by chamber, are arranged alphabetically by last names, then, where necessary, by first names. Party and state information is provided for all Members, and district information is also given for each Representative.

The original House and Senate roll-call votes can be found on p. 6069-70 and p. 9650, respectively, in the 1935 edition of the CONGRESSIONAL RECORD. Copies of bound volumes of the RECORD may be available for use at the nearest federal depository library. Addresses of the closest depository libraries can often be obtained: through a local library; from the office of Depository Services of the U.S. Government Printing Office, (202) 512-1119; or at the following Internet address: [http://www.access.gpo.gov/su_docs/dpos/adpos003.html].

Information Research Division.

SPECIAL ORDERS

The SPEAKER pro tempore (Mr. FLETCHER). Under the Speaker's announced policy of January 6, 1999, and

under a previous order of the House, the following Members will be recognized for 5 minutes each.

ADDITIONAL ALL-CARGO SERVICE TO CHINA

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Mr. LIPINSKI) is recognized for 5 minutes.

Mr. LIPINSKI. Mr. Speaker, in April of this year the United States and the People's Republic of China signed a new civil aviation agreement. In addition to doubling the number of scheduled flights between the two countries, the agreement allows one additional carrier from each country to serve the U.S.-China market beginning in the year 2001.

Currently, three U.S. and three Chinese carriers have the authority to serve the U.S.-China market. The Department of Transportation will soon grant an additional U.S. carrier the right to fly directly to China.

China is the largest market in the world, as we all know, and holds great trading potential for the United States.

All-cargo carriers that provide time-sensitive express service play an important role in promoting trade opportunities for U.S. companies large and small. Express all-cargo carriers are able to connect every business and residence in the United States every day to China. Unfortunately, of the three U.S. carriers allowed to fly directly to China, Federal Express is the only all-cargo carrier serving the market. For this reason, United Parcel Service is now applying to the Department of Transportation for the right to fly directly to China.

United Parcel Service has served the nations of Asia since 1988 and already operates an extensive ground network in China. By applying for the right to fly directly to China, United Parcel Service hopes to expand its Chinese service by using United Parcel Service jet aircraft. United Parcel Service would also provide needed competition in the all-cargo express market.

As the only all-cargo U.S. carrier, Federal Express now enjoys a monopoly advantage in the Chinese market. Allowing another all-cargo carrier like United Parcel Service into the vast China market would provide U.S. consumers and exporters with increased access in competitive service.

More importantly, United Parcel Service would help meet the growing demand for air cargo service. Even with Federal Express in the market, roughly 60 percent of the cargo that is transported between the United States and China is carried on third-country carriers. In other words, foreign carriers benefit the most from the growing trade between the United States and China. This just is not right.

However, if United Parcel Service is allowed to fly directly to China, then a U.S. carrier would be able to benefit from the growing demand for cargo

service between the United States and China.

This would, in turn, benefit the U.S. economy and U.S. workers. In fact, a recent study found that for every 40 additional international packages delivered by United Parcel Service each day, a new job is created at United Parcel.

Let me run that by once again. A recent study found that for every 40 additional international packages delivered by United Parcel Service each day, a new American job is created at United Parcel Service.

In summary, Mr. Speaker, I would like to strongly urge the Department of Transportation to grant United Parcel Service the right to serve China. Awarding that right to United Parcel Service will bring competition to the marketplace, provide much needed service in the air cargo market, and provide substantial economic benefits to the United States and its citizens.

INVESTIGATING WACO

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Idaho (Mrs. CHENOWETH-HAGE) is recognized for 5 minutes.

Mrs. CHENOWETH-HAGE. Mr. Speaker, as we continue in this body with the day-to-day debate over next year's budget, I would like to take a moment to help refocus our attention on an issue that demands the attention and the action of Congress, an issue that is not necessarily pleasant to deal with but one that we must deal with, and that is the role of the Federal law enforcement and the military in the Waco tragedy.

Mr. Speaker, I would like to share with my colleagues an article written by George Nourse, who is a sheriff of Canyon County in my State of Idaho. This article is about the outstanding and relentless work of the Texas Rangers in seeking justice in the Waco tragedy and is appropriately entitled, quote, "Spin is Not an Investigation," end quote.

Mr. Speaker, I will read only a portion of this article and would submit the remainder of the article to be included in the RECORD.

It is imperative that we investigate what went wrong in Waco and that we consider the view of those who know how to do it right, the many dedicated and honest law enforcement officials throughout this great country. In commenting on how Washington works when it comes to investigations, Sheriff Nourse, in his article, profoundly states, quote, "Washington does not investigate. It spins. The spin in Waco was to demonize the people who were killed. The Feds killed more people at Waco than all the school violence and wacko shootings added together over the last 6 years. Seventeen of the 24 Waco children were under the age of 10. Think about it."

He wrote, "The terror! The pain and confusion those young children went